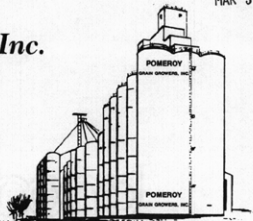


MAR 31 2000

Pomeroy Grain Growers, Inc.



Pomeroy, Washington 99347

Grain office: (509) 843-1694

Farm Supply office: (509) 843-1394

Fax: (509) 843-1695

March 29, 2000

Department of the Army
Walla Walla District, Corps of Engineers
Attn: Lower Snake River Study
201 North Third Avenue
Walla Walla, WA 99362-1876

Dear Sirs:

Sitting down with a calculator today I figured it out. If Pomeroy Grain Growers had to rely on truck shipment, (we have no rail service) would need over 175 miles of trucks (trucks parked end-to-end for over 175 miles) just to handle the amount of grain that we handle annually.

We are by no means the only grain elevator, nor the largest grain elevator that would be affected if the lower Snake River Dams were to be breached. The number of trucks needed to handle the amount of grain that would have to move by truck, if there is no barge navigation, is simply amazing.

The increased amount of fossil fuels burned and resulting pollutants produced if barge navigation were eliminated on the Snake River should be enough to convince any environmentalist of the environmental advantages of barge navigation.

If barge navigation were eliminated, the grain would move with trucks (or rail if available). The safety of truck and rail transportation is not near what it is with barge transportation. Unfortunately, as more trucks get onto the highways, there will be more trucks accidents. To put it bluntly, more people will die.

Please do not consider dam breaching as a viable option.

Sincerely,

Roger Dumbeck, Manager
& Emergency Medical Technician